

## Transportation Security Administration

**Overview:** The Aviation and Transportation Security Act (P.L. 107-71), signed by the President on November 19, 2001, created the Transportation Security Administration (TSA) in the Department of Transportation. The law makes many fundamental changes in the way transportation security will be performed and managed in the United States. For the first time, aviation security will become a direct Federal responsibility, overseen by a new Under Secretary of Transportation for Security in charge of the TSA who will report directly to the Secretary of Transportation. In addition, all transportation security activities will be managed by one agency.

These changes were made necessary by the worst terrorist attack in U.S. history. Few ever thought--or imagined--there would be multiple, carefully coordinated suicide hijackings like those we suffered on September 11th. The Transportation Security Administration will be dedicated to the prevention of such attacks by criminals or terrorists against any form of commercial transportation or infrastructure.

The TSA will be very visible to air travelers as it operates the passenger screening process in over four hundred communities around the country. The mission of the TSA is broader than aviation and its activities will be more than screening.

The job of the TSA is to look at threats all across the national transportation system and prevent disruption by terrorists. The TSA will work with all of the agencies of the United States Government to take advantage of the best available intelligence information. The TSA will design and operate a system of overlapping systems, some that are visible to the public, others, not. Sophisticated uses of information and advanced technology will be among the tools of a flexible, well-trained, and equipped security force.

### TRANSPORTATION SECURITY ADMINISTRATION BUDGET

(Dollars in Millions)

	2001 <u>Actual</u>	2002 <u>Enacted</u>	2003 <u>Request</u>
Transportation Security Administration	<u>0</u>	<u>1,345</u>	<u>4,800</u>
<b>TOTAL</b>	<b>0</b>	<b>1,345</b>	<b>4,800</b>

## FY 2003 Budget

The events of September 11th underscore the importance of transportation security as part of America's homeland security. There is a realization that protecting airports, bridges, highways, seaports, mass transportation, and the Nation's transportation infrastructure in general is vital to protecting the Nation against acts of terrorism. During 2002, the Transportation Security Administration will become operational and the first steps towards an increased Federal role in transportation security will be taken. In 2003, TSA will continue implementing an aggressive, comprehensive aviation security program. The 2003 budget for TSA totals--the first full year of funding for the new agency--\$4.8 billion, an increase of over \$3.5 billion from current 2002 funding levels. The budget reflects estimated fee collections of \$2.2 billion raised through a combination of passenger and air carrier fees authorized by the Aviation and Transportation Security Act.



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**Passenger Screening:** Although TSA will take over the screener contracts in 2002, these contracts will be replaced by Federal screener personnel by November 19, 2002. As a result, the budget includes the costs of well over 30,000 airport security personnel, including screeners, law enforcement personnel, and screener supervisors.

**Cargo Screening:** Explosive detection systems must be in place to screen all checked baggage by December 31, 2002. The 2003 budget includes funding for equipment purchases, installation, and maintenance, more than three times the level of funds currently available in 2002.

**Federal Air Marshals:** The 2003 budget is the first year reflecting full funding of a greatly expanded Federal Air Marshal (FAM) program. The number of FAMs is classified information and, therefore, is not included in public documents. Following September 11th, law enforcement officers from other Government agencies were loaned to the Department of Transportation and trained as FAMs, which allowed the program to quickly expand. These loaned law enforcement personnel will be replaced before the end of 2002 with permanent FAM staff, and the number of FAMs significantly increased.

**Transportation Network Security:** Language is included in the 2003 budget that allows for the transfer of resources from the other modal budgets to the TSA budget, as necessary, to perform the security functions identified in the Aviation and Transportation Security Act. The resources currently residing in the other modal budgets are being identified and will, as appropriate, be transferred to TSA as soon as practical.